

AT THE NATIONAL CAPITAL.

THE CLOSING DAYS OF THE SESSION.
DEMOCRATIC CENSORS BUSY IN THE HOUSE OF REPRESENTATIVES—THE RIVER AND HARBOR BILL—THE BANKRUPTCY BILL.
The attention of the House was engaged yesterday with the extended debate on the propositions to build new cruisers and finish the monitors. Messrs. A. S. Hewitt, Whitthorne and Mr. Robeson's conduct of the bill and censured Mr. Belmont spoke slightly of Mr. Everts and attacked Mr. Blaine. The River and Harbor bill was reported to the Senate, the amount bill to be appropriated exceeding the proposed to be appropriated exceeding the amount of the House bill by about \$2,000,000. The Bankruptcy bill was postponed by the Senate until December.

THE NAVAL APPROPRIATION BILL.

A FURTHER INTERESTING DISCUSSION IN THE HOUSE UPON CERTAIN OF ITS PROVISIONS.
BY TELEGRAPH TO THE TRIBUNE.
WASHINGTON, July 5.—The debate in the House to-day on the propositions to begin the building of new cruisers for the Navy and to resume work on the unfinished monitors was unexpectedly tame. The unfinished monitors were unexpectedly tame. While several broad allusions by Messrs. Abram S. Hewitt, Whitthorne and other Democrats showed the real causes of their opposition to the bill to be, first, a belief that Mr. Robeson's administration of the Navy Department was open to suspicion and censure, and second, an utter lack of confidence in any Navy bill prepared and advocated by him, the opposition was veiled in such decorum of language that nothing sensational occurred.

There was a slight symptom of an outbreak when, in the course of some remarks, Abram S. Hewitt observed that an amendment offered by him was designed to prevent the Treasury from being plundered in the future, as it had been in the past, administration of the Navy Department. This remark Mr. Robeson bitterly resented, and closed what he had to say in reply with the declaration that Mr. Hewitt had brought accusations which were utterly without foundation; and that it did not become the gentleman from New-York, with specious pretences of superior honor and virtue, to bring in baseless accusations against men whose reputations stood as well as his own. Mr. Hewitt appeared about to make a sharp retort, but he thought better of it and sat down.

Perry Belmont thought he saw an opportunity to drag Shipyard and the Peruvian Company into the discussion, and he spoke for about ten minutes, conceding to say that Mr. Everts was a pretty inefficient Secretary of State, but not so dangerous as his successor, who had "rambled away the influence of the United States in South America," so that a hundred iron-clads could not have prevented the dismemberment of Peru. As a speaker Mr. Belmont does not shine, and during the eight or ten minutes that he occupied the floor, not a half a dozen members listened. He obtained leave to print the bulk of his speech, which had been written out. He had apparently furnished an abstract to some of the newspapers. The Evening Star publishes what purports to be a synopsis, which will probably be telegraphed over the country. It contains many things which Mr. Belmont was not heard to utter or allude to during the short time he was on his feet.

Mr. Springer, assisted by a copy of a New-York paper, made a feeble violent attack upon the character of one of the most reputable business firms in the country—Cramp & Sons, of Philadelphia—and so brought down upon his devoted head the righteous indignation of Judge Kelley, who soon showed what a particularly empty mare's nest was this last discovery of the alert Illinois statesman.

Mr. Springer managed, in the course of the afternoon, by his impudent and persistent interruptions of Mr. Robinson, of Massachusetts, to provoke a cutting rebuke from that usually quiet and always courteous gentleman, and also to draw down upon himself the keen sarcasm of Mr. Reed, of Maine. As usual, therefore, Mr. Springer afforded most of the amusement—and he, as usual, appeared to enjoy it.

No material changes were made in the bill to-day, and such as were adopted were proposed either by the Appropriations Committee or the Committee on Naval Affairs. A final vote on the bill and amendments will be taken to-morrow, and they will be adopted substantially as they now stand, by a fair majority. It is understood that after a final vote is taken, Mr. Robeson will make a speech in reply to the attacks of Messrs. Whitthorne and Abram S. Hewitt, and in defense of his administration of the Navy Department. During the session of the House Mr. Robeson has shown a wonderful familiarity with the Navy and with the details of naval administration and organization, and he has succeeded in carrying the unimpaired confidence of the Committee of the Whole with unexpected success a bill not only popular for the beginning of new vessels of war for the Navy, and for the resumption of work upon the monitors, which has been suspended since the day of the late Secretary of the Navy, in 1877, but contains much important new legislation, making radical changes in the organization and administration of the Navy. In this respect both Mr. Robeson and his bill are on a high plane, and altogether by a party vote, either.

THE RIVER AND HARBOR BILL.

WASHINGTON, July 5.—In the Senate to-day Mr. McMillan, from the Committee on Commerce, reported the River and Harbor bill with amendments, and announced that he would move its consideration tomorrow. A final vote on the bill and amendments was taken to-morrow, and they will be adopted substantially as they now stand, by a fair majority. It is understood that after a final vote is taken, Mr. Robeson will make a speech in reply to the attacks of Messrs. Whitthorne and Abram S. Hewitt, and in defense of his administration of the Navy Department. During the session of the House Mr. Robeson has shown a wonderful familiarity with the Navy and with the details of naval administration and organization, and he has succeeded in carrying the unimpaired confidence of the Committee of the Whole with unexpected success a bill not only popular for the beginning of new vessels of war for the Navy, and for the resumption of work upon the monitors, which has been suspended since the day of the late Secretary of the Navy, in 1877, but contains much important new legislation, making radical changes in the organization and administration of the Navy. In this respect both Mr. Robeson and his bill are on a high plane, and altogether by a party vote, either.

THE BANKRUPTCY BILL POSTPONED.

WASHINGTON, July 5.—When the Bankruptcy bill came before the Senate to-day as the unfinished business, Mr. Ingalls, in charge of the measure, expressed his conviction that, in view of the lateness of the season and the pressure of the public business, no action could now be had upon this important subject. He asked that the bill and amendments be made a special order for the first Wednesday of December next. After remarks by Mr. Hoar in favor of and by Mr. Garfield in opposition to immediate action on the bill, the request of Mr. Ingalls was complied with and the subject was postponed to the day indicated.

COMMODORE SHUFFLEDT'S RECALL.

WASHINGTON, July 5.—It is stated at the Navy Department that the diplomatic mission of Commodore H. W. Shufeldt to China is completed, and it is not necessary to detail another officer to that duty. A few days ago a telegram was received from Commodore Shufeldt, stating that he had completed his mission, and asking to be placed in command of the Asiatic Squadron. The Navy Department officials are undoubtedly displeased with his conduct in China, but do not admit that such was the cause of his recall. The Secretary of the Navy has been recalled, and the Secretary of the Navy has been recalled, and the Secretary of the Navy has been recalled.

THE PEBMBA TERRITORY BILL.

WASHINGTON, July 5.—In the Senate to-day, upon motion of Mr. Saunders, the Senate bill to create the Territory of Pemba was taken up. An amendment was offered by Mr. Hale prohibiting certain laws of the Dakota Legislature, in relation to the alleged population of Lakota County bonds, from being made

applicable to the proposed new Territory. A discussion followed in which Mr. Hale denounced the action of the Dakota Legislature, but the discussion of the question suggested by Mr. Hale was not continued. The bill was referred to the Committee on the Territories, and the subject was laid aside.

CONGRESSIONAL TOPICS IN BRIEF.

WASHINGTON, July 5.—In the Senate to-day Mr. Fry presented a petition from the Board of Trade of Bath, Me., urging the appointment of a commission to sit during the recess of Congress for the purpose of inquiring into the wants of the ship-building interests of the country, and to report to Congress such measures as would tend to the relief of this great national industry. Referred to the Committee on Finance. House bills appropriating \$75,000 for a public building at Dallas, Texas, and granting condemned cannon to the Grand Army posts at Chicago, Mass., and Ottawa, Kan., were passed.

Mr. Cameron, of Pennsylvania, introduced a bill amending Schedule E of title 35 of the Revised Statutes so as to levy upon all manufactures, etc., made from hoop, band or scroll iron, or of which hoop, band or scroll iron shall be the component material of chief value, the same duty that is imposed on the hoop, band or scroll iron from which the manufactures are made, etc. Referred to the Finance Committee.

ARMY NOMINATIONS.

WASHINGTON, July 5.—The President sent the following army nominations to the Senate to-day: Lieutenant-Colonel Charles C. Keeney and John F. Head, Surgeons, to be Colonels; Surgeons Major Stewart and Charles E. Hunt to be Colonels; Major Orlando M. Poe and David C. Houston to be Lieutenants-Colonels; Additional Second Lieutenant Oscar T. Crosby and Lansing H. Beach to be Second Lieutenants; Additional Second Lieutenant Thomas B. Dugan, 10th Cavalry, to be Second Lieutenant 3d Cavalry; Additional Second Lieutenant Samuel Robinson, Jr., 5th Artillery, to be Second Lieutenant 1st Artillery; Additional Second Lieutenant Richard W. Young, 3d Artillery, to be Second Lieutenant 1st Artillery; Additional Second Lieutenant Woodbridge Geary, 19th Infantry, to be Second Lieutenant 1st Infantry; Major John C. Tidball, 2d Artillery, to be Lieutenant-Colonel 3d Artillery; Captain Samuel S. Elder, 1st Artillery, to be Major 2d Artillery; First Lieutenant J. W. Hallenbeck, 1st Artillery, to be Captain; Second Lieutenant Abram M. Baker, 1st Artillery, to be Captain; Second Lieutenant William H. Smith, 1st Artillery, to be Captain; Second Lieutenant George R. Smith, 12th Infantry, to be Captain.

CONFIRMATIONS.

WASHINGTON, July 5.—The Senate in executive session to-day confirmed the following nominations: Alabama Claims Commission—Hezekiah G. Wells, of Michigan, to be Presiding Judge of the Court of Claims; Charles H. Smith, of Massachusetts, to be Judge of the Court of Claims; Charles H. Smith, of Massachusetts, to be Judge of the Court of Claims; Charles H. Smith, of Massachusetts, to be Judge of the Court of Claims.

WASHINGTON NOTES.

WASHINGTON, Wednesday, July 5, 1892.
The Controller of the Currency has authorized the First National Bank, of Houston, Maine, to begin business with a capital of \$50,000.

Senate Finance Committee to-day briefly considered the House bill to reduce internal revenue taxation, but did not finally dispose of it.

In the fiscal year just ended there were 46,692 agricultural patents issued from the General Land Office. This is an increase over the issue of the previous year of 20,022 patents.

The Senate in executive session to-day ratified the commercial and consular treaties with Serbia, the commercial treaty with Roumania and the trade-mark convention with the United States.

The conference on the Japanese indemnity fund bill, which was to have been held to-day, did not take place, on account of the absence of Representative Rice, of Massachusetts, one of the conferees on the part of the House.

The House Committee on Public Buildings and Grounds to-day agreed to recommend an appropriation of \$25,000 to be expended in making repairs and placing an elevator in the building now occupied by the Department of Justice.

The Senate Committee on Naval Affairs to-day decided to report favorably upon the nomination of John Walter Baker, of Massachusetts, to be Assistant Secretary of the Navy, and Henry Bird Fitz, of Virginia, to be Assistant Surgeon in the Navy.

Jay Stone, stenographer to the Secretary of War, has been appointed Chief Clerk of the Department of War, in place of John Trevelick, promoted to be Chief Clerk of the War, private secretary to the Secretary of War, will hereafter act also as stenographer.

The President has approved the acts authorizing the construction of a bridge across the Arkansas River at Van Buren, Ark., and a bridge over the Mississippi River at New Boston, Ill., and the act ratifying an agreement with the Choctaw and Chickasaw Indians for the sale of land in Utah.

The Controller of the Currency says there is about \$150,000 of the last dividend of 10 per cent declared in favor of depositors of the Freedmen's Bank still unpaid. He proposes to pay the dividend to the branches and to that end asks all unpaid depositors to present their claims as soon as possible.

The Conference Committee on the Legislative, Executive and Judicial Appropriation bill was in session nearly all day yesterday, and another conference was held to-night. Members of the committee say that, owing to the multiplicity of changes made by the Senate, an agreement will probably not be reached for several days.

RAILROAD INTERESTS.

A NEW ROUTE TO CONEY ISLAND.
The new route to Coney Island by the New-York and Atlantic Railroad will shortly be opened, an arrangement having been made whereby the company can run its trains from its depot at the foot of Thirty-sixth-st., South Brooklyn, over the tracks of the Brooklyn, Bath and Coney Island Railroad and the Sea Beach Railroad, directly to Coney Island, making the distance in twelve minutes. From the foot of Thirty-sixth-st., Brooklyn, a ferry will be run to Pier No. 6, North River, at the foot of Reister-st., from the foot of Reister-st. inside the ocean can then be made to Coney Island.

It is expected that boats and trains will soon be run. The New-York and Atlantic Company has laid its tracks from the foot of Thirty-sixth-st. to that street to Seventh-ave., where a junction is made with the Brooklyn, Bath and Coney Island road. At the intersection of this with the Sea Beach road a switch has been laid. The charter of the New-York and Atlantic Company allows it to run through New-Utrecht, Flatbush and New-Lots eastward to the railroad running from East New-York to Canarsie. When this track is laid it will be run all the year round, giving rapid transit from the suburbs of Brooklyn to Coney Island.

GENERAL INTELLIGENCE.

BALTIMORE, July 5.—The annual meeting of stockholders of the Winchester and Strasburg Railroad Company was held at Camden Station. Robert Garrett was elected president in place of John King, Jr., resigned, and Messrs. Thomas Whitehead, Hugh Sisson, J. A. Sherrard, George A. Hupp and John Greig were elected directors. The Winchester and Strasburg road is one of the leased lines of the Baltimore and Ohio steamship system.

SARATOGA, N. Y., July 5.—The Boston, Hoosac Tunnel and Western Railroad Company has opened a branch to this place and run two through trains between Saratoga and Boston to-day.

ALBANY, N. Y., July 5.—The wages of brakemen on the middle division of the New-York Central and Hudson River Railroad were increased to \$1.85 per day yesterday. The same rate is to be allowed them when they run at night.

CROPS IN THE WEST.

LITTLE ROCK, Ark., July 5.—The Gazette's weekly summary of the crop reports from exchanges and correspondence from all parts of the State is of the most encouraging character. Rain has been plentiful, and the hope is that the farmers' business men are high. The outlook was never better in the State.

WICHITA, Kan., July 5.—The wheat crop of the lower Arkansas Valley is completely harvested and is in the best possible condition. Large tracts in this vicinity will average from 30 to 40 bushels an acre. The yield of corn for this market is estimated at 5,000,000 bushels.

A QUARREL AMONG SOUTHERN EDITORS.

ATLANTA, Ga., July 5.—Colonel A. R. Lamar, Editor of the *Macon Telegraph*, and his friend Colonel B. G. Lockett, were arrested last night on board the Atlanta and West Point train, on the presumption that

they were going to cross the State line for the purpose of engaging in a hostile meeting with Colonel E. P. Howell, Editor of the *Constitution*. An attempt was made to arrest Colonel Howell and his friend, Captain Jackson. Colonel Lamar and Lockett were bound over this morning in bonds of \$2,000 each to keep the peace.

THE NEWS FROM ABROAD.

WAR PREPARATIONS AGAINST EGYPT.
ORDERS TO PREPARE A FORCE OF ENGLISH AND NATIVE TROOPS—THE RESERVES TO BE CALLED OUT—EGYPTIANS DISPATCHING AMMUNITION TO PORTS ON THE COAST—ACTION OF THE CONFERENCE.

LONDON, July 6.—A dispatch to Reuters' Telegram Company, dated Bombay, Thursday, July 6, says: "The papers this morning announce that 6,000 English and 5,000 native troops, including three batteries of artillery, for Egypt. Large stores of arms are being organized at Agra and Bombay. Tenders for tonnage have not been issued yet pending the receipt of final orders."

Orders have been sent to Wadleigh, Chatham and Aldershot to prepare rendezvous for reserves.

The *Times*, in its leading article this morning confirms the report that Admiral Seymour will send a formal communication to the Egyptian Government to-day requiring it to abandon the obnoxious works. If Arabi Pacha refuses, Admiral Seymour will immediately open fire and bombard Alexandria. The *Times* says: "These instructions are entirely independent of action. They are an act of police rather than an act of war. They are not based on the general condition of Egypt, nor on the relations of the Khedive to Arabi Pacha, nor on any of the questions referred to the conference, but simply on the paramount necessity of securing the safety of the British fleet, for which the Egyptian Government is responsible to the country, and cannot submit its responsibility to the decision of any conference or the sanction of any single Power."

LONDON, July 5.—In the House of Commons this afternoon Sir Charles Dike, Under Foreign Secretary, stated that further instructions had been sent to Admiral Seymour in regard to the armament of the forts at Alexandria which would meet any contingency.

Notices have been sent from the War Office to sixty-one towns in the kingdom, including some in Ireland, ordering the military authorities to prepare for the immediate calling out of the reserves. It is believed that the summons will be issued before the end of the week.

Mr. Gladstone, replying to Sir Stafford Northcote, said that since the House met to-day the Government had received no disquieting rumors from Egypt.

Private telegrams from Egypt state that the situation is so strained that a collision is unavoidable. The correspondent of Reuters' Telegram Company at Alexandria says that Admiral Seymour's caution to the Governor was relative to a rumored intention to block the entrance to the harbor by sinking ships laden with stone. Admiral Seymour informed the Governor that he would regard any such attempt as an act of open hostility. Meanwhile the Egyptians are dispatching large stores of ammunition to the forts on the coast.

The *Daily News* says Admiral Seymour will to-day send a letter to the commander at Alexandria, asking him to put a stop to the erection of earthworks, and will take action according to the answer.

The *Telegraph's* dispatch from Alexandria reports that the Egyptian Ministry have replied to the Sultan that they will suspend work upon the forts.

The *Standard's* correspondent at Constantinople says that the principal signs of wavering in the hitherto determined resistance of the Porte to the proposals of the Powers.

A dispatch to the *Standard* from Bombay confirms the statement that Indian troops are about to leave for Suez, and says the troops will hold the line of the canal between Suez and Ismailia. A separate line of railway will probably be constructed along the course of the canal.

The *Daily News*, in a leading article, foreshadows English armed intervention in Egypt, and says that if such action is necessary it would be penny-wise to count the cost, which the *News* estimates at from £1,000,000 to £1,500,000 sterling.

A dispatch to the *Times* from Paris says that the conference will probably come to a decision to-day to request formally the Porte to discontinue the work on the forts. The Egyptian Government has been already resolved upon if the Porte refuses to consent to the proposed conditions. If its execution becomes necessary it is probable that several Powers will participate, but the share of England will be greater than that of any other Power.

CONSTANTINOPLE, July 5.—It is stated that the Conference to-day resolved to address a collective note to the Porte, dealing with the question of intervention in Egypt.

THE AGITATION IN IRELAND.

DUBLIN, July 5.—Four men of the laboring class have been arrested under a warrant issued by Lord Smeeth, the Lord Lieutenant, on suspicion of having been connected with the recent murders in Dublin. They were conveyed to Kilmainham Jail.

LONDON, July 5.—In the House of Commons this afternoon Mr. Gladstone moved that the House do into Committee on the Movers of Rent bill. He said the Government depended on £2,000,000 from the church surplus fund and a half million from the consolidated fund to meet the contingencies contemplated in the bill. He asked the House in the interest of all persons and of peace and order, to accept the bill.

Mr. Chaplin, Conservative, moved a resolution in favor of declining to proceed with a measure imposing taxation for objects which must demoralize the Irish.

RACING AT NEWMARKET.

LONDON, July 5.—At the Newmarket July meeting to-day the race for the Exeter Stakes, for two years old, was won by Lord Eleanore's bay colt Highland Chief. Lord Palmouth's bay filly Britomart was second, and C. J. Lefevre's bay colt Bon Jour third. In twelve minutes. From the foot of Thirty-sixth-st., Brooklyn, a ferry will be run to Pier No. 6, North River, at the foot of Reister-st., from the foot of Reister-st. inside the ocean can then be made to Coney Island.

The race for the July Cup was won by Mr. Lefevre's four-year-old chestnut colt Tristan. W. Pansons's two-year-old chestnut colt Royal Stag came in second, and Leopold de Rothschild's three-year-old chestnut filly Scylla third. There were five starters. The betting on Tristan at the start was 6 to 4. He won by half a length.

THE HILLSDALE CREW IN ENGLAND.

LONDON, July 5.—The Hillsdale crew are entered for the race for senior fours at the Marlow Regatta. Only two crews, the Cookham and Marlow, representing merely local clubs, are entered against them. The course is a fair and broad one, and is about a mile in length. The race will be run on Sunday.

FOREIGN NOTES.

LONDON, Wednesday, July 5, 1892.
The Sultan has presented General Wallace, the United States Minister, with a palm-leaf scepter, a Turkish gift. General Wallace has not yet accepted it.

Twenty thousand stand of arms have now been distributed to the various military centres, in readiness for arming the reserves. The distribution of 20,000 more has been ordered.

In the Chancery Division to-day the Channel Tunnel Company submitted to the issue of an injunction against further work and to an inspection on terms previously arranged.

A dispatch to the *Times* from Berlin states that the Sultan will confer with the Order of Michael the Brave on Sunday.

The new steamship *Werra*, sailed ship to the steamer Elbe, of the North German Lloyd Line, was successfully launched yesterday in the yards of Messrs. John Elder & Co., in Glasgow.

The Pope, in an allocution at the Consistory, on Monday, said the position of the Church in Italy was becoming more and more difficult. The Government, he declared, was guilty of bad faith in refusing excommunications to twenty Bishops he had nominated.

The *Times's* correspondent at St. Petersburg says that Dr. Weimar, who was sentenced to exile in Siberia, is still in the Fortress of St. Peter and St. Paul. The authorities lately have shown much anxiety as to the safety of the ground underneath the fortress and the Cathedral of the Intercession and St. Paul, in which are the tombs of the Czaars.

MONTREAL, July 5.—The Beaver Line Steamship Company has entered a suit for libel against the *Montreal Free Press* for publishing an article alleging ill-treatment of emigrants brought from England on board the steamers of the company. The damages are laid at \$25,000. The *Press* is said to be taken against two leading papers in Toronto for copying the alleged libel.

THE COLLISION ON THE OHIO.

NOT LESS THAN TWENTY-FIVE LOST. ACCOUNTS OF THE DISASTER BY EYE-WITNESSES—PARTIAL LIST OF THE KILLED AND MISSING.

PITTSBURGH, Penn., July 5.—The latest developments in regard to the collision at Mingo Junction, Ohio, show that while the reports of yesterday were greatly exaggerated, the catastrophe is of an appalling character.

A partial inquest was held to-day, at which it was shown that the steamboat John Lomas was going down stream at full speed in a swift current with a load of fifty excursionists, and the steamboat Scio was going up stream pretty rapidly with 500 passengers on board, returning from a Fourth of July excursion to Mount-View, West Virginia. The Lomas sounded can blast, signalling that she wanted the Ohio side of the channel, and the Scio replied with two blasts, indicating that she wanted the same side, and curved her bow in that direction. When about 200 or 300 yards apart, both pilots reversed engines, but not in time to avoid a collision.

The Lomas ran her bow, which sat low in the water, under the guard of the Scio, and broke a large hole in her bow. She sank in eighteen feet of water within one minute, and went down like a lump of lead, as Captain Thomas expressed it, leaving about five feet of water on the cabin floor. A scene of the wildest confusion followed. The collision was entirely unexpected, many who sat on the guards were thrown overboard. None in the engine room and lower deck had time to escape. The river has since fallen, but this apartment is still under water and full of bodies that have not been taken out. It was used as a refreshment saloon at which sandwiches and ice cream and lemonade were sold, but no liquor of any kind.

David Keller, of Wheeling, who acted as pilot of the Scio, was asked by a reporter to give his version of the affair. He said: "We first sighted the John Lomas when she was opposite this island. I was opposite the town, and was hugging the Ohio shore. The pilot's rule is that the descending boat shall give the first signal at a distance of not more than 800 yards. The Lomas did not do this. She approached much nearer, and I said to Clinton Thomas, who was with me in the pilot-house, 'I wonder if she is ever going to signal?' The words had scarcely been said when she blew one whistle, which signified that she wanted the right of the channel, or the Ohio side."

"How far apart were you at this time?"
"The distance could not have been greater than 450 yards at the most, and probably was not over 400 yards. I did not think I could make the West Virginia bank in time to avoid a collision, and I blew two whistles, indicating that I wanted the port side or the Ohio bank, and the Lomas replied with two whistles; but instead of bearing off toward the Virginia shore, she curved in toward Ohio, and made directly for the Scio. As soon as I had sounded the two whistles I rang to reverse the engines, and this was done immediately. We were about 250 feet from the Ohio bank and slightly quartering, with both wheels backing when the Lomas struck us. Her prow came crashing with great force against the timbers of the Scio about ten feet from the stern. The blow was very heavy. The bow of the Scio immediately rose, and the bow of the Lomas, which was low in the water, ran under the guard fully fifteen feet. The boat was shaken from stem to stern. The shock seemed to strain every timber in her. I heard a confusion of excited cries, and felt her going down."

Captain Engelbright, of the John Lomas, said: "We were about half a mile below Mingo Junction when B. J. Long, our regular pilot, who was at the wheel, noticed the Scio coming up stream. As the descending boat we had the right of position in passing. Long blew one blast, the signal that he wanted the Ohio shore. The Scio, instead of immediately turning to the Virginia side of the river, replied with two blasts. That meant that she wanted the Ohio shore, too. Long then signalled with two blasts and rang the bell to reverse engines. The engines were reversed at once. We were about 600 yards apart when Long gave the first signal, and the distance was considerably less when we heard the second blasts from the pilots. Both boats had been moving rapidly and we had a very strong current behind us. The Scio was trying to cross our bows, and it was impossible with all that we could do to avoid striking her. The bow of the Lomas passed under her guard, and must have torn a large hole in her bow, for she began to sink at once. We struck her on the larboard side—the side next the Ohio bank—about the head of the coal-bow. I had about fifty excursionists on board. The excitement was very great on both boats. I thought it best to land my own passengers, for fear that the boat might be upset by a rush from the Scio. Then, as I could not return, I took all the Scio's people, about one hundred a trip, making four trips in all. I was firing the lights on the chimneys when Long told me to back. He replied: 'I am backing.' I did everything I could to prevent the accident, and I am ready for the fullest investigation."

The list of those recovered is as follows:
POPE, DAVID, of Wellsville, Ohio, age twenty-three, clerk in Martin's store at that place.

PIPES, STEWART, age twenty-one, son of William Pipes, of Wellsville.

BEARDMORE, HARRY, age fourteen, son of William Beardmore, of East Liverpool.

SHEPHERD, MARY, age eighteen, of East Liverpool.

SMALL, EDWARD, of Wellsville.

BRANSON, BELE, of Wellsville.

BURKE, EVAN P., of East Liverpool, Ohio, a stone-mason, age twenty-three. He was the second man recovered, as follows:

His friends were the second man recovered, as follows:

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Farmer, of East Liverpool, Ohio, about twenty-three years old.
ROTH, MISS MARY, of East Liverpool, Ohio, age twenty. WRIGHT, LINCOLN, a pattern-maker, of East Liverpool, Ohio, about nineteen years old.
STREIBER, JAMES, of East Liverpool, Ohio, age sixteen. He was a clerk in the Boston store.

KEST, STEPHEN, a bricklayer, of East Liverpool, Ohio, age about thirty.
EMMERLING, MICHAEL, and wife, of East Liverpool, Ohio, workmen in one of the potteries.

FRIED, JAMES, of Wellsville, a village near East Liverpool, Ohio, age fourteen, who lived at East Liverpool.

ROGARD, ARTHUR E., of Wellsville, son of the Rev. E. E. Rogard, of that place.
PROSSER, JOHN, son of William Prosser, who lives in West Virginia, opposite Wellsville, Ohio, about two miles from the river.

MAHON, JOHN A. and WILLIAM, three sons of David Mahon, of Wellsville, Ohio, on the West Virginia bank of the Ohio. All three are believed to be safe, but have not been heard from by their parents.

VANDINE, ———, a young woman whose mother lives at Mingo Junction.

BREWER, MARY, of East Liverpool, Ohio.
HENDER, SAMUEL, age seventeen, of Wellsville.
THOMPSON, CUMMINS, of East Liverpool.
GIBSON, JAMES, of East Liverpool.
HARPER, LEWIS, of Wellsville.
KELT, NELLIE, of Wellsville.
FOSKON, GEORGE E., of Wellsville.
BOWEN, WILLIAM, Jr.
CONNER, LETHA, of Wellsville, Ohio.
BOOTH, WILLIE, of Wellsville, Ohio.
FELTON, MISS, of Wellsville, Ohio.
STEWART, THADDEUS, of Wellsville.
MONROE, a boy, of Wellsville.
STEFANSON, L., of Wellsville, Ohio.
GROUNDS, JOHN, of Wellsville, Ohio.
SMITH, ELIAS, and three children, of Wellsville, Ohio.
FISKE, JOHN, of Wellsville, Ohio.
ROSENBERG, ANDREW, of Rockport, Ohio.
A houseboat on Scio, married four months ago.

It is believed that the dead will number between twenty-five and thirty. It will take several days to obtain a complete list.

PENNSYLVANIA POLITICS.

THE CAMERON CANDIDATES PREPARING TO GET OUT OF THE FIELD ON CONDITIONS.
PHILADELPHIA, July 5.—General Beaver and William Henry Rawle, the Cameron candidates for Governor and Justice of the Supreme Court, respectively, were at Chairman Cooper's headquarters to-day, where Mr. Cooper, Secretary of the Commonwealth Quay, and other politicians, met them. General Beaver had just made a tour of Montgomery and Chester Counties. He thought there would be a large decrease in the Independent vote of those counties.

Chairman Cooper went to Washington this evening to consult with Senator Cameron in relation to the project of harmonizing the factions. It is understood that at the meeting of the State Committee, on Wednesday, the conditional resignations of the Cameron candidates will be read, and that they will retire if the Independent candidates will do likewise. This is thought to signify that a new convention will be held, if the Independents are willing. It is said that all the Cameron candidates have agreed to this plan, except Marriot Brosius, nominating for Congress, and a Mr. who was expected to meet General Beaver here to-day, but did not come. There seems to be no doubt, however, that he, too, will consent.

The probable course of the Independents is in doubt. Mr. Rice and other leaders decline to speak upon the subject at present.